

AMENDMENTS TO THE DRAWINGS

Before examination on the merits, please amend Fig. 10 as described below, per the accompanying replacement drawing.

Add the orifice at the location indicated by reference number 114.

Delete the reference numeral 120a and the associated lead lines to the crankcase ports 120, in the bottom left of Fig. 10.

Add the reference numeral 120a to the threaded port in the upper left of Fig. 10.

REMARKS

Support for the change "*Add the orifice at the location indicated by reference number 114*" is found in Fig. 10 of the priority document, US Provisional Patent Application 60/548,563, and in the text of paragraph [0048] which indicates that there is "an orifice 114 formed at the end of the reaction pin 112".

Support for the change "*Delete the reference numeral 120a and the associated lead lines to the crankcase ports 120, in the bottom left of Fig. 10*" is found in Fig. 10 of the priority document, US Provisional Patent Application 60/548,563, which shows no such reference number, and in the text of paragraph [0048] as will be explained below with the support for the correct placement of the reference numeral 120a.

Support for the change "*Add the reference numeral 120a to the threaded port in the upper left of Fig. 10*" is found in Fig. 10 of the priority document, US Provisional Patent Application 60/548,563, which includes an unnumbered reference arrow for the upper left threaded port, and in the text of paragraph [0048] which indicates that "the discharge pressure is also acting on the reaction pin 112 through an orifice 114 formed at the end of the reaction pin 112, and the center of the spool 110." Thus, it is clear that the discharge pressure acts through the threaded port in the upper left of Fig. 10, into the groove in the spool 110, and then into the longitudinal bore in the center of the spool via the orifice 114 to act on the reaction pin 112. It is further indicated that "The operation of the spool valve 100 includes proportionally reducing the pressure on the left end ... of the spool", an act that causes the spool to move leftward, allowing the groove on the spool 110 that is in fluid communication with the threaded port in the upper left of Fig. 10, to move also into fluid communication with the leftmost crankcase port 120, thus permitting opening a "discharge pressure to the load, such as via a *discharge duct 120a* to a crankcase 120" [emphasis added].

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Thus it is clear that these drawing changes do not add new matter.
Favorable consideration of the application is respectfully requested.

Respectfully submitted,

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